



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3004340
Applicant Name: Curtis McGuire
Address of Proposal: 1130 Broadway (The Garage)

SUMMARY OF PROPOSED ACTION

Land Use Application to allow an addition to an existing structure (The Garage). Addition will consist of 11,160 square feet of indoor participant sport use (bowling alley) and 7,270 square feet of restaurant use. Parking for five vehicles to remain on existing site.

The following approvals are required:

SEPA – Environmental Determination Chapter 23.05 Seattle Municipal Code*^

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ EIS

☐ DNS with conditions

☐ DNS involving non-exempt grading or demolition
or involving another agency with jurisdiction.

*The project notice was dated November 16, 2006.

^The original project notice included a Special Exception to allow less than the required quantity of parking for a bowling alley. The applicable codes have since changed to reduce the required parking quantity, thereby bringing the reduced parking provision into compliance with the Land Use Code.

BACKGROUND DATA

The site is located in the Capital Hill Neighborhood east of downtown Seattle at 1130 Broadway. This site is comprised of one parcel, which total approximately 28,536 square feet. The zoning of this lot is Neighborhood Commercial 3 (NC3) with a sixty five foot height limit. The property is also located in the Pike Pine Urban Village (PP UCV) and in a Pedestrian 1 (P1) zone.

Site & Vicinity

The site currently contains structure, originally constructed in 1927 to house an auto maintenance and repair shop. The building is home a restaurant/pool/billiards hall named The Garage. Directly north of the project site is a surface parking lot which provided accessory parking for The Garage. Further to the north is an auto sales showroom and office. To the south is a parking garage for the North West Medical Center with Silver Cloud Hotel beyond.

Proposal

The applicant proposes an addition to the existing structure (The Garage) that will consist of 11,160 square feet of indoor participant sport use (bowling alley and billiards) and 7,270 square feet of restaurant use. The proposed expansion will be situated immediately to the north of the existing building, on the site of an existing parking lot currently serving The Garage. The existing parking for five vehicles will remain on site.

Public Comment

No comment letters were received from the public during the public comment period that ended on November 29, 2006.

ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11 and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 30, 2006. The information in the checklist and the experience of DPD with review of similar projects forms the basis for this analysis and decision. The project site is not located in a mapped or otherwise identified Environmentally Critical Area (SMC 25.09.100) so the application is not subject to the provisions of the Critical Areas Ordinance.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part: "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to some limitations. Under such limitations/circumstances (SMC 225.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

The following short-term, temporary or construction-related impacts are expected: decreased air quality due to dust and other suspended air particulates from construction activities and hydrocarbon emissions from construction vehicles and equipment; potential soil erosion and potential disturbance to subsurface soils during general site work; increased traffic and demand for parking from construction equipment and personnel; conflicts with normal pedestrian and vehicular movement adjacent the site; increased noise and consumption of renewable and nonrenewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse and in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering street to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (Construction related noise). Compliance with these codes and ordinances will reduce or eliminate most of the short-term impacts to the environment.

Long-Term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of multifamily structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Parking

The existing site currently contains five parking spaces with 36 additional spaces provided on the site to be developed. Using data provided by the Institute of Traffic Engineers (ITE), parking generation rates associated with bowling alleys, billiards tables and restaurant uses were used to estimate a parking demand of approximately 98 vehicles generated by the proposed expansion. Adjusting these figures for the urban context (ITE data is generally based on more suburban environments) and the observation data collected by the applicant, this figure was

adjusted to a parking demand of approximately 71 vehicles during the weekday P.M. peak hours. The figure can be further adjusted by approximately 50% to reflect the strong likelihood that patrons of the site will engage in more than one activity during their visit (for example, restaurant patrons will also bowl or play pool). Thus, the figure is reduced to approximately 35-40 vehicles. On weekends (Friday and Saturday evenings), the demand increases, but so does the use of alternate modes of travel to and from the site. Therefore, this approximate number of vehicles can reasonably be assumed to be generated during the Friday and Saturday evening hours.

The City generally does not require parking accommodation for projects that do not increase the on-street parking utilization above capacity levels (determined by SDOT to be 85%). The parking utilization for this project is affected by both the loss of the existing 36 stalls currently available for patron use, as well as the increased demand anticipated from the expanded uses. Based on the above analysis, it appears that there is likely to be an additional 40 cars during evening hours. This figure, combined with the loss of the 36 existing stalls (and the displacement of this parking demand) and the parking utilization study provided by the applicant brings the weekday parking utilization rate to 85%, right at the threshold for which parking can be conditioned. During the Friday and Saturday evening hours, however, the existing parking utilization is at 88%, already above the 85% threshold. The addition of 76 vehicles to the on-street parking supply would increase the parking utilization rate to approximately 103%, far exceeding the 85% threshold.

The applicant also provided a survey of patron usage on Thursday through Sunday nights. The survey results show that while Friday and Saturday nights tend to be the busiest, Thursday evening also had fairly high customer patronage. Given that the weekday utilization rate is right at capacity levels and Thursday night volumes appear to be heavier than other weekday evenings, Thursday evening shall be included in the conditioning for additional parking provisions once the project is completed. In summary, the parking demand is expected to increase on two occasions: first, when the existing parking lot is eliminated after construction begins on the addition and can no longer be used for parking and second, when the expansion is completed. Therefore, the following conditions shall be imposed to respond to the timing of the proposed construction, as well as the impacts of the construction on the parking supply and ultimately, the expected demand.

1. *Prior to Issuance of Building Permit*: Parking for **36** vehicles shall be provided and secured through covenant within 800 feet of the subject site for use by clients and customers of The Garage business establishment between the hours of 6:00 PM and Midnight on Friday and Saturday evenings. On-site signage directing customers to this off-site parking shall be provided at or near the points of entry to The Garage during these same days and hours. The website shall also be updated to reflect this parking provision.
2. *Prior to Issuance of Certificate of Occupancy*: Parking for **76** vehicles shall be provided and secured through covenant within 800 feet of the subject site for use by clients and customers of The Garage business establishment between the hours of 6:00 PM and Midnight on Thursday

through Saturday evenings. On-site signage directing customers to this off-site parking shall be provided at or near the points of entry to The Garage during these same days and hours. The website shall also be updated to reflect this parking provision.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030.(2)(C).

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS - SEPA

Prior to Issuance of Building Permit

1. Parking for **36** vehicles shall be provided and secured through covenant within 800 feet of the subject site for use by clients and customers of The Garage business establishment between the hours of 6:00 PM and Midnight on Friday and Saturday evenings. On-site signage directing customers to this off-site parking shall be provided at or near the points of entry to The Garage during these same days and hours. The website shall also be updated to reflect this parking provision.

Prior to Certificate of Occupancy

2. Parking for **76** vehicles shall be provided and secured through covenant within 800 feet of the subject site for use by clients and customers of The Garage business establishment between the hours of 6:00 PM and Midnight on Thursday through Saturday evenings. On-site signage directing customers to this off-site parking shall be provided at or near the points of entry to The Garage during these same days and hours. The website shall also be updated to reflect this parking provision.

Signature: _____ (signature on file) Date: May 24, 2009
Lisa Rutzick, Land Use Planner
Department of Planning and Development

Land Use Services

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